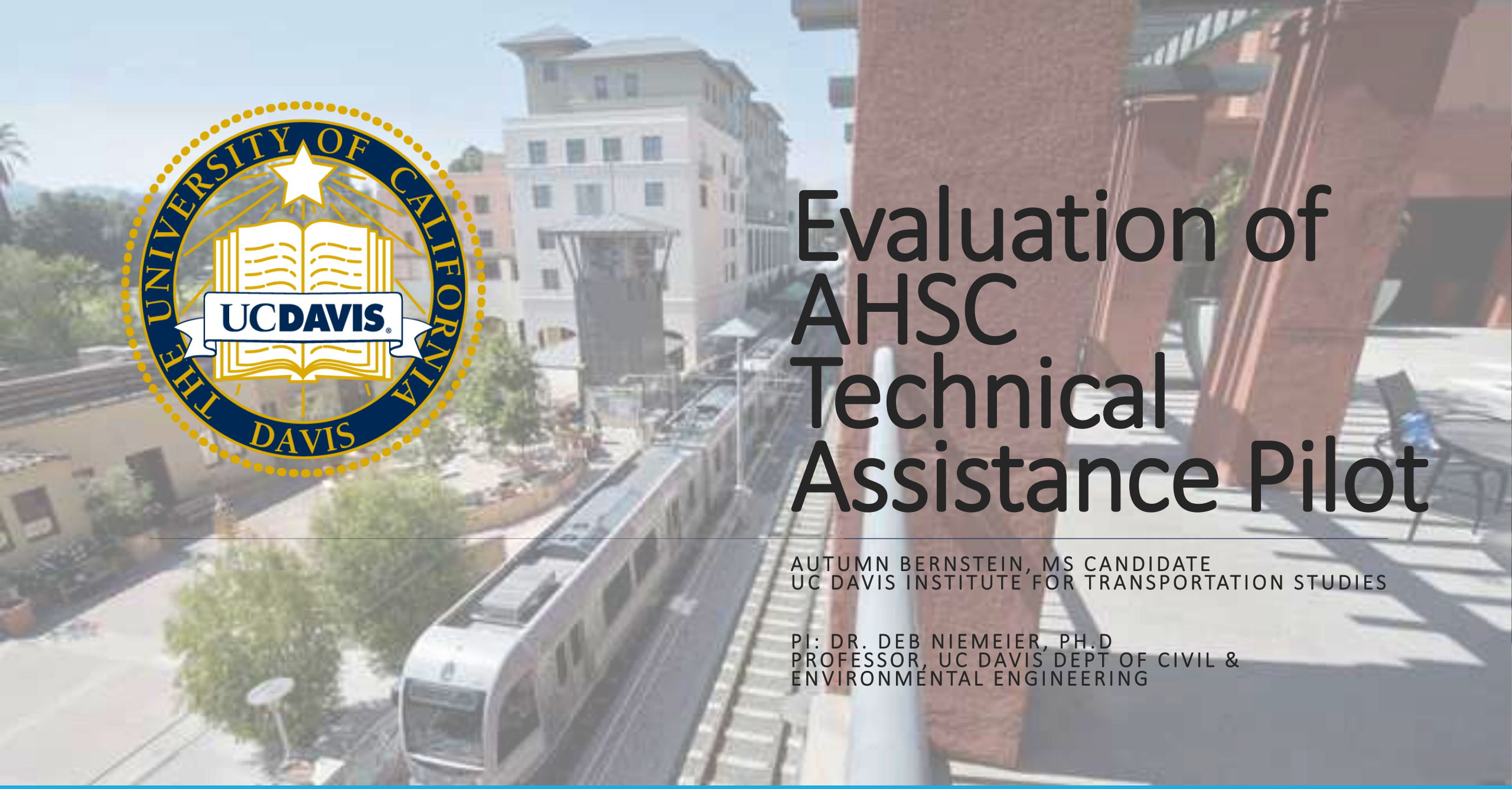

Evaluation of AHSC Technical Assistance Pilot

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Overview of UC Davis Project

Charge: Assess the effectiveness of the technical assistance (TA) pilot for the Affordable Housing & Sustainable Communities (AHSC) grant program

Timeline: September 2016 – August 2017

Deliverables:

- Policy briefs (March 2017)
- Final report (July 2017)

Not included in this scope: Recently proposed changes to the guidelines and TA program for Round 3 of AHSC.

Background on Technical Assistance Pilot

Round 1 grants were concentrated in certain areas: 17 of 28 AHSC awards were located in 4 counties: Los Angeles, San Francisco, Alameda and Contra Costa.

The SGC TA pilot was created in Round 2, to provide applicants from disadvantaged communities with professional support to make their applications as competitive as possible.

Criteria for applicant selection:

- Applicant submitted an unsuccessful Round 1 proposal
- The proposed project benefitted a disadvantaged community
- 63 applicants from Round 1 were eligible for SGC TA Pilot

AHSC Round 2 Recap

The second round of AHSC grants were awarded Fall 2016

- 129 concept applications, 74 full applications, 25 awards

Three project area types:

- Transit Oriented Development (TOD) Project Area
- Integrated Connectivity Project (ICP) Project Area
- Rural Innovation Project Area (RIPA)

The Round 2 TA "Ecosystem"

	SGC Pilot TA Teams	'Major' Non-Pilot TA Providers	'Other Private' TA Providers (partial list)
Lead TA Providers	Estolano LeSar Perez Advisors San Joaquin Council of Governments Southern California Association of Governments (SCAG)	Enterprise Community Partners Sacramento Area Council of Governments San Joaquin Council of Governments Southern California Association of Governments (SCAG) TransForm	California Housing Partnership Consortium Community Development Resources Group Global Green USA Nelson Nygaard Ramboll Environ Sierra Business Council
Sub-contractors	California Coalition for Rural Housing Climate Resolve Estolano LeSar Perez Advisors Fresno Council of Governments Fresno State Office of Community and Economic Development (OCED) Kern Council of Governments Local Government Commission Merced County Association of Governments San Joaquin Valley Unified Pollution Control District Sigala Inc TransForm Tulare County Association of Governments	Community Development Resources Group Estolano LeSar Perez Advisors Fresno Council of Governments Fresno State Office of Community and Economic Development (OCED) Kern Council of Governments Local Government Commission Merced County Association of Governments San Joaquin Valley Unified Pollution Control District Sigala Inc TransForm Tulare County Association of Governments	

Methods

Data Collection

- Gathered data from all major TA providers, SGC, and other public sources

Online Survey of Round 2 Applicants

- Among 129 applicants, 47 responded, 39 completed entire survey

Phone Interviews

- Interviewed 9 applicants and 8 TA providers
- Interviewees were selected to represent diversity of applicant pool

Results: Use of Technical Assistance in Round 2

91% of Round 2 applicants received some form of TA.

- 60% used Major TA
- 31% (estimate) used Other Private TA

Except where noted, the remainder of this presentation focuses exclusively on Major TA Providers.

Major TA Providers	No. of Applicants
SGC Pilot	26
Enterprise Community Partners	19
Other Major TA	21
Two or More Major Providers	12
Total	**78**
Other Private TA Providers	
Estimate based on survey results	40
Total Applicants who used TA	**118**
Total Number of Round 2 Applicants	129

Did TA make applications more competitive?

Project characteristics		Received TA		No TA		Total
		Award	No Award	Award	No Award	
AHSC Project Type	TOD	**9**	16	**0**	12	37
	ICP	**11**	29	**1**	26	67
	RIPA	**4**	11	**0**	10	25
	Total	**24**	56	**1**	48	129
Disadvantaged Community Status	DAC	**20**	40	**1**	30	91
	Non-DAC	**4**	16	**0**	18	38
	Total	**24**	56	**1**	48	129

Success Rate of Different TA Providers

Number of Applicants	TA Provider				
	SGC Pilot	Enterprise	Other Major TA	Two or More	No TA
Total number of applicants	26	19	21	12	51
Applicants that submitted full applications	14	16	17	11	16
Applicants that were awarded grants	3	9	5	7	1
% of Total Applicants Awarded	**13%**	**47%**	**23%**	**58%**	**2%**

Success Rate of Different TA Providers (2)

Different TA providers supported different types of applicants

- SGC Pilot supported more disadvantaged community applicants than any other TA provider

SGC pilot applicant pool: less competitive by design?

The Enterprise model had some distinct advantages.

Findings for Disadvantaged Communities

Of the 25 awards, 21 went to projects benefitting disadvantaged communities. All but 1 used major TA.

Projects serving disadvantaged communities were less likely to reach the full application stage without TA.

- 18% of DAC applicants reached the full application stage without TA.
- Among non-DAC applications, 55% reached the full application stage without TA.

Greenhouse Gas Analysis Challenges

Widely seen as the most difficult aspect of application process

Many applicants and TA providers expressed frustration and confusion

We examined two components of GHG quantification:

- GHG estimates submitted by applicants were often different than ARB's estimates
- Subjective application of CAPCOA project settings

Applicant GHG estimates vs ARB estimates

There were nine applicants whose GHG estimates were very far from ARB's estimates.

- median GHG difference = 123,500 mtGHG

These nine applicants shared certain characteristics:

- All located in the central Bay Area
- Six were ICP projects and three were TOD
- TransForm conducted the GHG analysis for seven of the nine applications.
- Many relied on free bus transit passes as a major source of GHG reductions.

Additional data & analysis needed to figure out what exactly caused such large differences.

Applicant GHG estimates vs ARB estimates (2)

The differences in GHG estimates were not limited to those 9 outliers.

- Among non-outliers, the mean difference was 3361 mtGHG.

The reasons for these discrepancies include:

- Calculation errors
- Faulty assumptions
- Miscommunication between ARB and TA providers
- Limitations of the California Emissions Estimator Model (CalEEMod)

Subjective Use of CAPCOA Project Settings

Project Setting	Description	VMT Cap
Urban	• Typical building heights: six stories or (much) higher • Parking supply: constrained on and off street • Examples: San Francisco, Downtown Oakland	**75%**
Urban Center	• Typical building heights: two to four stories • Parking supply: constrained • Examples: Fairfax (LA), Albany	**40%**
Suburban Center	• Typical building heights: two stories • Parking supply: somewhat constrained on street; ample off-street • Examples: Downtown San Rafael, San Mateo	**20%**
Low Density Suburban	• Typical building heights: one to two stories • Parking supply: ample, largely surface lot-based • Examples: none given.	**15%**

Subjective Use of Project Settings (2)

Comparison of Project Setting and Walk Score for All Round 2 Applicants

Walk Score	Description
90-100	Walkers Paradise Daily errands do not require a car
70-89	Very Walkable Most errands can be accomplished on foot
50-69	Somewhat Walkable Some errands can be accomplished on foot
25-49	Car-Dependent Most errands require a car
0-24	Car-Dependent Almost all errands require a car

Project Setting	Walk Score				
	Lowest Score	First Quartile	**Mean**	Third Quartile	Max Score
Urban	42	70	**81**	92	99
Urban Center	29	57	**71**	85	98
Suburban Center	6	43	**59**	78	95
Low-Density Suburban	1	38	**56**	66	99

Regional Disparities in Technical Assistance: Southern California

In Southern California, there was a mismatch between available TA resources and applicants

- 51% (19) of Round 2 applicants from the SCAG region did not receive major TA.
- Among those 19 applicants who did not receive TA, 74% (14) were from jurisdictions other than the City of Los Angeles.

29 applicants were eligible for the SGC TA pilot, but only 6 (20%) of those actually submitted an application.

- Many were projects that were ineligible for AHSC, so some of this dropoff was anticipated

SCAG offered subsidized TA to all AHSC applicants, but applicants may not have realized that TA was available.

Regional Disparities in Technical Assistance: Rural California

This category includes:

- Central Coast
- Eastern and Northern Sierra Nevada
- Northern Sacramento Valley
- North (Redwood) Coast

There were 13 Round 2 applicants from these areas

None were eligible for SGC TA pilot

Most lack MPOs, or MPOs are resource-constrained and do not offer assistance

TransForm was only major TA provider in rural California

- TransForm was not subsidized here, so applicants paid out of pocket for TA

Coordination Between State Agencies and TA Providers

TA providers noted significant challenges to effective coordination with state agencies, including:

- **Timing of TA Contracts:** not enough time to work with applicants before concept apps were due
- **Knowledge transfer at beginning:** Limited opportunity for training and clarification of guidelines before working with applicants
- **Communication and problem solving throughout:** TA providers, especially those not affiliated with the pilot, found it difficult to get questions answered during application process.

Recommendations

1. **Provide targeted and flexible technical assistance to applicants most in need**

   1.1 Continue to target technical assistance to applicants from disadvantaged communities that may not otherwise have access to such benefits.

   1.2 Use a flexible approach that allows TA resources to be reallocated when an eligible applicant decides not to pursue an application.

2. **Update criteria for selecting applicants to receive technical assistance**

   2.1 Revise eligibility criteria to ensure that limited TA resources are not being spent on applications that are unlikely to win an award.

   2.2 Avoid duplication of efforts with other major technical assistance providers.

   2.3 Consider designating some TA resources specifically for Rural California.

Recommendations (2)

3. Improve guidance and oversight for GHG analysis

3.1 Work with TA providers to improve clarity and communication around the GHG reduction methodology.

3.2 Provide additional guidance and oversight regarding the assignment of CAPCOA project setting types.

4. Improve Coordination between State Agencies and TA Providers

4.1 Facilitate an in-person training and guidelines orientation for all major TA providers at the beginning of each round of grantmaking.

4.2 increase the amount of time that TA providers have to work with applicants prior to the submission of applications.

4.3 Encourage learning and sharing of best practices among all interested TA providers.

Thank you! Questions?